

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-56. (Canceled)

57. (New) A vehicle automatic transmission, comprising:

a planetary gear that reduces a speed of an input rotation of an input shaft and outputs a reduced speed rotation;

at least two clutches that are capable of transmitting the reduced speed rotation that passes through the planetary gear;

a planetary gear set having at least two rotation elements, wherein each rotation element can transmit the reduced speed rotation transmitted by the clutches; and
an input transmitting clutch that is capable of transmitting the input rotation into one of the at least two rotation elements, wherein:

a hydraulic servo of the input transmitting clutch is disposed between the planetary gear set and the planetary gear in an axial direction;

at least one hydraulic servo of the clutches is disposed on a side opposite, in the axial direction, from the planetary gear set as to the hydraulic servo of the input transmitting clutch;

an outer circumferential side linking path links the input shaft and at least one of the rotation elements via the input transmitting clutch and passes through an outer circumferential side of at least one of the clutches;

at least one of the clutches and at least one of the two rotation elements of the planetary gear set are linked via an inner circumferential side linking path that passes through an inner circumferential side of the input transmitting clutch;

the at least two clutches are a first clutch and a third clutch;

the input transmitting clutch is a fourth clutch;
the at least two rotation elements of the planetary gear set has a first rotation element, a second rotation element, a third rotation element and a fourth rotation element;

the first rotation element is capable of transmitting the input rotation from the fourth clutch,

the reduced speed rotation is capable of being transmitted from the third clutch, and the reduced speed rotation is capable of being fixed by a first retaining means;

the second rotation element is capable of transmitting the reduced speed rotation from the first clutch;

the third rotation element is capable of transmitting the input rotation from a second clutch, and the input rotation is capable of being fixed by a second retaining means; and

the fourth rotation element is linked to an output member

58. (New) The vehicle automatic transmission according to claim 57, further comprising:

a support wall that is fixed to a case and disposed between the hydraulic servo of the input transmitting clutch and the planetary gear set in the axial direction, wherein hydraulic oil is supplied to the hydraulic servo of the input transmitting clutch via an oil line provided on the support wall.

59. (New) The vehicle automatic transmission according to claim 57, wherein the input transmitting clutch is linked with one of the at least two rotation elements of the planetary gear set via at least one portion of the inner circumferential side linking path.

60. (New) The vehicle automatic transmission according to claim 57, wherein:

the planetary gear comprises (1) a fixed rotation element, wherein the rotation is fixed, (2) an input rotation element that is constantly linked to the input shaft, and (3) a reduced speed rotation element that outputs the reduced speed rotation;

the outer circumferential side linking path is a path that links the input shaft via the input rotation element; and

the hydraulic servo of the input transmitting clutch further comprises (1) a clutch drum that is open in a direction of the planetary gear, wherein an outer circumferential side thereof is linked to the outer circumferential side linking path, and (2) a piston member that defines a hydraulic oil chamber in cooperation with the clutch drum so as to press a friction plate based on hydraulic oil.

61. (New) The vehicle automatic transmission according to claim 57, wherein:

the first and third clutches are disposed on a side opposite, in the axial direction, from the planetary gear set as to a hydraulic servo of the fourth clutch;

the outer circumferential side linking path has a first linking member that links the input shaft and the fourth clutch that passes through an outer circumferential side of the first clutch and the third clutch; and

the inner circumferential side linking path has a second linking member that links the third clutch and the first rotation element, and a third linking member that links the first clutch and the second rotation element.

62. (New) The vehicle automatic transmission according to claim 61, wherein the fourth clutch is linked to the first rotation element via the second linking member.

63. (New) The vehicle automatic transmission according to claim 61, wherein the first retaining means is linked to the second linking member via a hub member that passes between the fourth clutch and the planetary gear set in the axial direction.

64. (New) The vehicle automatic transmission according to claim 61, wherein a clutch drum of the fourth clutch is linked to the second linking member, and the clutch drum of the fourth clutch is capable of being retained by the first retaining means.

65. (New) The vehicle automatic transmission according to claim 61, wherein:

- a hydraulic servo of the third clutch is disposed between the planetary gear and the hydraulic servo of the fourth clutch in the axial direction; and
- hydraulic oil is supplied to the hydraulic servo of the third clutch via an oil line provided on a support wall.

66. (New) The vehicle automatic transmission according to claim 65, wherein:

- a hydraulic servo of the first clutch is disposed on a side opposite, in the axial direction, from the hydraulic servo of the third clutch as to the planetary gear, and on a boss unit extended from a case; and
- the hydraulic oil is supplied to the hydraulic servo of the first clutch from an oil line provided within the boss unit.

67. (New) The vehicle automatic transmission according to claim 66, wherein a hydraulic servo of the second clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

68. (New) The vehicle automatic transmission according to claim 66, wherein a hydraulic servo of the second clutch is disposed between the planetary gear set and the planetary gear in the axial direction.

69. (New) The vehicle automatic transmission according to claim 68, wherein the hydraulic servo of the second clutch is disposed between the hydraulic servo of the third clutch and the planetary gear in the axial direction.

70. (New) The vehicle automatic transmission according to claim 65, wherein:

a hydraulic servo of the first clutch is disposed between the planetary gear and the hydraulic servo of the third clutch in the axial direction; and

the hydraulic oil is supplied to the hydraulic servo of the first clutch from an oil line provided within the input shaft.

71. (New) The vehicle automatic transmission according to claim 70, wherein a hydraulic servo of the second clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

72. (New) The vehicle automatic transmission according to claim 70, wherein a hydraulic servo of the second clutch is disposed between the planetary gear set and the planetary gear in the axial direction.

73. (New) The vehicle automatic transmission according to claim 72, wherein the hydraulic servo of the second clutch is disposed between a hydraulic servo of the third clutch and the hydraulic servo of the first clutch.

74. (New) The vehicle automatic transmission according to claim 61, wherein:
a hydraulic servo of the third clutch is disposed on a side opposite, in the axial direction, from the hydraulic servo of the fourth clutch as to the planetary gear, and on a boss unit extended from a case; and

hydraulic oil is supplied to the hydraulic servo of the third clutch via an oil line provided within the boss unit.

75. (New) The vehicle automatic transmission according to claim 74, wherein:
a hydraulic servo of the first clutch is disposed between the planetary gear and the hydraulic servo of the fourth clutch in the axial direction; and
the hydraulic oil is supplied to the hydraulic servo of the first clutch from an oil line provided within the input shaft.

76. (New) The vehicle automatic transmission according to claim 75, wherein a hydraulic servo of the second clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

77. (New) The vehicle automatic transmission according to claim 75, wherein a hydraulic servo of the second clutch is disposed between the planetary gear set and the planetary gear in the axial direction.

78. (New) The vehicle automatic transmission according to claim 77, wherein the hydraulic servo of the second clutch is disposed between the hydraulic servo of the first clutch and the hydraulic servo of the fourth clutch in the axial direction.

79. (New) The vehicle automatic transmission according to claim 74, wherein:
a hydraulic servo of the first clutch is disposed between the planetary gear and the hydraulic servo of the third clutch in the axial direction, and is disposed on the boss unit extended from the case; and
the hydraulic oil is supplied to the hydraulic servo of the first clutch from the oil line provided within the boss unit.

80. (New) The vehicle automatic transmission according to claim 79, wherein a hydraulic servo of the second clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

81. (New) The vehicle automatic transmission according to claim 79, wherein a hydraulic servo of the second clutch is disposed between the planetary gear set and the planetary gear in the axial direction.

82. (New) The vehicle automatic transmission according to claim 81, wherein the hydraulic servo of the second clutch is disposed between the planetary gear and the hydraulic servo of the fourth clutch in the axial direction.

83. (New) The vehicle automatic transmission according to claim 57, wherein:

the third clutch is disposed on a side opposite, in the axial direction, from the planetary gear set as to a hydraulic servo of the fourth clutch;

the outer circumferential side linking path has a first linking member that links the input shaft and the fourth clutch and passes through an outer circumferential side of the third clutch; and

the inner circumferential side linking path has a second linking member that links the third clutch and the first rotation element.

84. (New) The vehicle automatic transmission according to claim 83, wherein the fourth clutch is linked to the first rotation element via the second linking member.

85. (New) The vehicle automatic transmission according to claim 83, wherein a clutch drum of the fourth clutch is linked to the second linking member, and also the clutch drum of the fourth clutch is capable of being retained by the first retaining means.

86. (New) The vehicle automatic transmission according to claim 83, wherein a hydraulic servo of the third clutch is disposed between the planetary gear and a hydraulic servo of the fourth clutch in the axial direction.

87. (New) The vehicle automatic transmission according to claim 86, wherein hydraulic oil is supplied to the hydraulic servo of the third clutch via an oil line provided on a support wall.

88. (New) The vehicle automatic transmission according to claim 86, wherein hydraulic oil is supplied to the hydraulic servo of the third clutch via an oil line provided on the input shaft.

89. (New) The vehicle automatic transmission according to claim 86, wherein a hydraulic servo of the first clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

90. (New) The vehicle automatic transmission according to claim 83, wherein:

a hydraulic servo of the third clutch is disposed on a side opposite, in the axial direction, from a hydraulic servo of the fourth clutch as to the planetary gear, and on a boss unit extended from a case; and

hydraulic oil is supplied to the hydraulic servo of the third clutch via an oil line provided within the boss unit.

91. (New) The vehicle automatic transmission according to claim 90, wherein a hydraulic servo of the first clutch is disposed on a side opposite, in the axial direction, from the planetary gear as to the planetary gear set.

92. (New) The vehicle automatic transmission according to claim 57, wherein the planetary gear and the planetary gear set are arranged on a same axis and in the axial direction.

93. (New) The vehicle automatic transmission according to claim 57, wherein the output member is an output shaft that transmits a rotation on a same axis as the input shaft.

94. (New) The vehicle automatic transmission according to claim 57, wherein the output member is a counter gear that transmits a rotation on an axis parallel to the input shaft.

95. (New) The vehicle automatic transmission according to claim 94, wherein the counter gear is disposed between the planetary gear and the planetary gear set in the axial direction.

96. (New) The vehicle automatic transmission according to claim 94, wherein the counter gear is disposed adjacent to a side opposite the fourth clutch of a support wall, and is supported by the support wall so as to be capable of rotating.

97. (New) The vehicle automatic transmission according to claim 57, wherein the planetary gear comprises:

a double pinion planetary gear that has a first sun gear, wherein the rotation thereof is fixed,

a first pinion gear that meshes with the first sun gear,
a second pinion gear that meshes with the first pinion gear,
a first carrier that supports the first pinion gear and the second pinion gear so
as to be capable of rotating and is also continuously linked to the input shaft, and
a first ring gear that meshes with the second pinion gear and also outputs the
reduced speed rotation.

98. (New) The vehicle automatic transmission according to claim 57, wherein:
the planetary gear set comprises:
a first sun gear,
a second sun gear,
a first pinion gear that meshes with the second sun gear,
a second pinion gear that meshes with the first sun gear and meshes to
the first pinion gear,
a first carrier that supports the first pinion gear and the second pinion
gear so as to be capable of rotating,

a first ring gear that meshes with the second pinion gear;
the first rotation element is formed from the first sun gear;
the second rotation element is formed from the second sun gear;
the third rotation element is formed from the first carrier; and
the fourth rotation element is formed from the first ring gear.

99. (New) The vehicle automatic transmission according to claim 57, wherein:
a forward first speed is achieved by engaging the first clutch and by retaining
the second retaining means;
a forward second speed is achieved by engaging the first clutch and by
retaining the first retaining means;

a forward third speed is achieved by engaging the first clutch and the third clutch;

a forward fourth speed is achieved by engaging the first clutch and the fourth clutch;

a forward fifth speed is achieved by engaging the first clutch and the second clutch;

a forward sixth speed is achieved by engaging the second clutch and the fourth clutch;

a forward seventh speed is achieved by engaging the second clutch and the third clutch;

a forward eighth speed is achieved by engaging the second clutch and by retaining the first retaining means; and

a reverse speed is achieved by engaging the third clutch or the fourth clutch and by retaining the second retaining means.